Slide 1: One Center City Potential Near-term Strategies

National Federation of the Blind – Seattle Chapter

February 18, 2017

# Slide 2: One Center City

The goal of One Center City is to create a unified and integrated twenty-year vision and implementation plan for how we:

* **Move** through,
* **Connect** to, and
* **Experience** Center City

We are reaching out to many communities, perspectives, and partners

The project sponsors include:

* City of Seattle
* King County Metro
* Sound Transit
* Downtown Seattle Association

Through One Center city we are coordinating transportation and the public realm action plan for near-term, mid-term, and through the 20-year plan horizon. Work will continue through 2017 to develop a final plan. The partners have been working on potential near-term strategies to address upcoming challenges that will affect many people throughout the region.

# Slide 3: Why One Center City?

The number of Center City households are projected to grow by sixty percent by 2035 adding 28,000 new housing units. The number of jobs in the Center City are projected to increase by 23% by 2035 with 55,000 more employees.

In 2015 there were around 100,000 people who commuted to work by car into Center City, and around 140,000 people who commuted by walking, biking, or public transportation. That means that today 38% of commute trips are done by automobile (both single occupancy vehicle and carpool). Of those commute trips, 30% commute to the downtown commercial core, Belltown, and Pioneer Square, and 50 to 65% commute to other neighborhoods like Uptown, South Lake Union, and Capitol Hill. By 2035, we hope that the majority of the increase of commutes will be done by pedestrians, bicycles, and public transportation.

# Slide 4: Where is the Center City?

This growth is happening in the place we call Center City. Center City is located in King County and includes ten different neighborhoods in Seattle. It is a central hub for Kitsap County to the west, Snohomish County to the north, and Pierce County to the south.

Center City is defined as the neighborhoods of Pioneer Square, Chinatown International District, First Hill, the Downtown Commercial Core, Pike/Pine, Capitol Hill, Denny Triangle, Belltown, Uptown, and South Lake Union. Center City includes four urban centers designated in the City’s and Region’s Growth Management Plans.

# Slide 5: A Timing Challenge

These next six years are especially important to coordinate because of the number of projects that are already slated to happen within the Center City. This year, we are in the solution and implementation phase. We are working on the One Center City Near-term plan and while this is happening, the 2nd Ave Protected Bike Lane will open, and Center City Connector (CCC) construction begins.

In 2018 the downtown transit tunnel will close to buses, the convention center expansion construction will begin, the D2 Roadway will close, and Madison Bus Rapid Transit (BRT) construction will begin. From fall 2018 through 2021, will be the period of maximum constraint with the highest number of projects with the most impact to the center city happening at one time.

In 2019 the Madison BRT will open, the SR 99 Tunnel is planned to open, the Alaskan Way Viaduct is planned to be demolished, and then the Alaskan Way construction is planned to begin. In 2020 the Convention Center expansion will open, the Center City Connector will open, and Alaskan Way is planned to open to buses. In 2021 the Northgate Link will open, and North Portal streets will also open. In 2023 Lynwood and East Link will open and Alaskan Way is planned to be open to traffic.

All of these different projects require a large amount of coordination and will impact transportation and the streets downtown.

# Slide 6: Transportation System Changes in the Near Term

Light rail expansion will continue through the Northgate link in 2021, and the East Link and Lynwood Link opening in 2023, and the Federal Way Link in 2024.

The SR 99 tunnel and Seattle Waterfront construction will be happening through 2023

Center City Connector Streetcar will start early utility work in late summer of 2017 with plans to open in 2020 or 2021.

Rapid Ride Expansion will provide 13 new corridors in King County by 2024 with 7 of the 13 in Seattle. The Madison BRT will begin construction in 2018.

Center City Bike Network will continue to grow with more bicycle infrastructure.

# Slide 7: Opportunity and Growth

As of June 2016 there are over 10,000 residential units under construction in Center City with more new development expected to continue at this pace in upcoming years. There are also over 11 million square feet of institutional, office and retail space approved or under construction as of June 2016. There are major projects planned at the University of Washington site, north of Rainier tower, and in the vicinity of Columbia tower. Denny Triangle has a number of large buildings planned. Denny Substation, a major electrical utility project, is evaluating pathways between South Lake Union, Denny Triangle, and the International District with 5th Ave as a potential pathway. The Convention Center addition will start in late 2018 and is projected to go through 2020.

# Slide 8: Bus Operations in Downtown Seattle Transit Tunnel (DSTT)

There are seven regional metro bus routes to downtown which go through the tunnel. During PM peak period (3 pm – 7 pm) there are 40 buses per direction with 15,000 riders. The goal is to create fast, and reliable trip through downtown Seattle.

# Slide 9: No Action is Not an Option

If we do nothing, there will be longer travel times for bus riders and vehicle drivers, less reliable travel, and more passengers waiting on the sidewalk. More passengers waiting on the sidewalk and using the streets means there will be less space for other users like bikers, delivery drivers, service providers, and taxi and for-hire drivers. It also means that there will be an additional cost to transit providers.

# Slide 10: Potential Near-term Strategies

The Partner agencies are working together to develop and analyze potential strategies. In the early planning phase, the partners started with over 30 different service restructure options. The potential near-term strategies are an effort to provide program and management strategies, options for the pedestrian and public realm, transit service restructuring options, center city bike network implementation, and surface street operations options that are implementable by end of 2018 or early 2019 and stay consistent with our Guiding Principles.

# Slide 11: One Center City Guiding Principles

* Flexibility: Create flexible systems that can evolve over time by taking a system-wide view and challenging long-held assumptions.
* User experience: Create an easy to use and intuitive system by prioritizing accessibility, pedestrian mobility, wayfinding, and multimodal connectivity.
* Equity: Design for the health, safety and well-being of all who live in our community using established race and social justice guidelines.
* Well-being: Support social sustainability and economic prosperity for all.

# Slide 12: One Center City Guiding Principles (Continued)

* Optimization: Optimize use of limited street and sidewalk space for people and goods.
* Transportation: Provide safe, affordable, comfortable, reliable, and convenient transportation options for all users of all abilities – daytime and nighttime, commuters and non-commuters, and those needing timely multiple connections.
* Public space: Design the street experience and public realm so that they are inviting, engaging, safe, and supportive of social connections and community-building.
* Stewardship: Reduce vehicles and emissions and use sustainable building practices.

Slide 13: Potential Surface Street Operations Strategies

## Option B: Operational Enhancements

Potential strategies include:

* Make signal modifications that prioritize transit, bicycles, and pedestrians
* Add passenger loading enhancements
* Add a northbound protected bike lane on 4th Avenue and a southbound protected bike lane on 5th Avenue

Figure: This graphic is of the existing and proposed cross section of 4th and 5th Avenue. The existing 4th Avenue channelization, from left to right, is as follows: a parking/loading lane, a northbound bike lane, three northbound travel lanes, and a northbound transit only lane. The existing 5th Avenue channelization, from left to right, is as follows: three southbound travel lanes.

The proposed 4th Avenue channelization, from left to right for Option B, is as follows: a northbound protected bike lane, three northbound travel lanes, and a northbound transit only lane with protected/permissive right-turn phasing. The proposed 5th Avenue channelization, from left to right for Option B (Alternative 1), is as follows: a southbound protected bike lane, and three southbound travel lanes. This southbound protected bike lane would require repurposing a travel lane or moving curbs, and possibly removing trees. Option B (Alternative 2) is as follows: a southbound protected bike lane, and two southbound travel lanes. This reduction to two travel lanes would require additional investment in two-way 6th Avenue.

Slide 14: Potential Surface Street Operations Strategies

## Option C: 4th and 5th Avenues Transit Couplet

* Second northbound Transit Lane on 4th
* Remove bike lane on 4th
* Southbound transit lane on 5th
* Two-way 6th Avenue

Figure: This graphic is of the existing and proposed cross section of 4th and 5th Avenue. The existing 4th Avenue channelization, from left to right, is as follows: a parking/loading lane, a northbound bike lane, three northbound travel lanes, and a northbound transit only lane. The existing 5th Avenue channelization, from left to right, is as follows: three southbound travel lanes. The existing 6th Avenue channelization, from left to right, is as follows: three northbound travel lanes.

The proposed 4th Avenue channelization, from left to right for Option C, is as follows: three northbound travel lanes, and two northbound transit only lane with protected/permissive right-turn phasing in the curb lane. The proposed 5th Avenue channelization, from left to right for Option C, is as follows: a southbound transit only lane, and two southbound travel lanes. The proposed 6th Avenue channelization, from left to right for Option C (Alternative 1), is as follows: one southbound travel lane, and two northbound travel lanes. Option C (Alternative 2) between Spring to University Streets is as follows: one southbound travel lane, one southbound I-5 turn lane, and two northbound travel lanes.

Slide 15: Potential Surface Street Operations Strategies

## Option D: 5th Avenue Two-Way Transit Street

* Two-way transit-only on 5th
* Remove bus lanes on 2nd and 4th
* Two-way protected bike lane on 4th
* Two-way 6th Avenue

Figure: This graphic is of the existing and proposed cross section of 4th and 5th Avenue. The existing 4th Avenue channelization, from left to right, is as follows: a parking/loading lane, a northbound bike lane, three northbound travel lanes, and a northbound transit only lane. The existing 5th Avenue channelization, from left to right, is as follows: three southbound travel lanes. The existing 6th Avenue channelization, from left to right, is as follows: three northbound travel lanes.

The proposed 4th Avenue channelization, from left to right for Option D, is as follows: a protected two-way bike lane, three northbound travel lanes, one northbound travel lane during peak hours and one parking lane during off-peak hours. The proposed 5th Avenue channelization, from left to right for Option D, is as follows: two southbound transit only lanes, one northbound transit only lane. The center lane alternates between northbound and southbound to allow busses to pass at stops. The proposed 6th Avenue channelization, from left to right for Option D (Alternative 1), is as follows: one southbound travel lane, and two northbound travel lanes. Option C (Alternative 2) between Spring to University Streets, is as follows: one southbound travel lane, one 1-5 turn lane, and two northbound travel lanes.

# Slide 16: Potential Surface Street Operation Strategies: Overview

This graphic is a table which compares the baseline (Option A) if we do nothing, to Options B, C, and D for surface street operations strategies. Option B and Option C have a similar increase of travel time during the peak period while Option D has no change in travel time during the rider peak period. If nothing is done there will be both low reliability and the largest increase in travel time.

Downtown transit operating costs for buses if nothing is done, will be an increase of $7 million to $8 million annually. Option B would mean an increase of $1.5-2.5 million annually for buses to operate. Option C would mean an increase of $0.5-$1 million for annual bus operations. Option D would be relatively little or no additional cost to operate.

General purpose traffic travel time in automobiles will increase if nothing is done for both northbound and southbound traffic. With Option B, there would be no change to the general purpose traffic travel time going northbound, and with Option D there would be no change in general purpose traffic travel time going southbound. All other options would result in varying increases for general purpose travel time.

The potential strategies differ in the change in on-street parking and loading spaces. All options remove a variety of commercial load zones, passenger load zones, and parking stalls. Option C removes the largest number of these zones: 45 parking stalls, 19 passenger load zones, and 6 commercial load zones. Option B and D both remove parking stalls (25 and 36 respectively), and both remove four passenger load zones. Option D also removes 3 commercial load zones, and Option B removes 1 commercial load zone.

With these proposed strategies, the pedestrian experience at hubs and major bus zones be influenced. Option B provides good pedestrian experience along 5th, Option C has poor pedestrian experiences along 2nd and 4th Avenues, and Option D provides good pedestrian experience along 2nd and 4th, but a worse experience along 5th Avenue.

The capital cost for the surface street projects would range from $11-$14 million for Option B, $14-17 million for Option C, and $22-$28 million for Option D.

There are more opportunities to implement northbound and southbound protected bicycle lanes east of 3rd avenue for Option B and Option D.

There is greatest potential for on-time delivery with Option B, medium potential for Option C, and low potential for Option D.

## Slide 17: Pike & Pine Surface Street Strategies

Potential strategies include implementing Center City Bike Network corridors using Pike and Pine streets. Descriptions of maps are as follows:

Option B would create a single-direction protect bike lane on each curb of Pike Street from 8th Avenue to Broadway. From 1st Avenue to 8th Avenue, Pike street would have an eastbound travel lane repurposed for an eastbound protected bicycle lane with added improvements to existing bus stops at 4th and 6th Avenues to accommodate Route 41 passengers. On Pine Street, a westbound travel lane would be repurposed for a single-direction protected bike lane and connect to the Pike Street two-way protected bike lanes on 7th and 8th Avenues.

Option C makes Pike Street one-way eastbound from 9th Avenue to Broadway for general purpose traffic and transit. It also includes a protected one-way bike lane from 2nd Ave east to Broadway, both streets have existing protected bicycle lanes. Pine street would become one way westbound for general purpose traffic and transit and include a westbound protected bicycle lane from Broadway to 2nd Ave, both streets have existing protected bicycle lanes.

Description of the legend for both maps: The solid turquoise green line indicates the location of protected bike lanes, the dashed yellow line indicates the location of standard bike lanes, the solid orange line indicates the location of bus lanes. The turquoise green bike icon and arrow indicates the direction of bike travel. The orange bus icon and arrow indicates the direction of bus travel. The black vehicle icon and arrow indicates the direction in change to car travel.

# Slide 18: Union, Pike & Pine Surface Street Strategies

## Overview

This table compares Option B and Option C with Option A, which is the 2019 Baseline if nothing is done. Option B would add 2% travel time for bus riders from today, and Option C would add no change in transit travel time.

Both options would reduce operating costs for busses by $0.5 million. The general purpose traffic travel time would increase from today’s travel time. Option B and Option C would remove commercial load zones, passenger load zones, and parking stalls. Option B would have a large impact on curb space, potentially removing 78 parking stalls, 22 passenger load zones, and 16 commercial load zones. Option C would remove 8 commercial load zones, 19 passenger load zones, and 30 parking stalls.

The potential for on-time delivery is high with Option B, and low with Option C. both options rate a medium pedestrian experience at major bus zones. The capital cost surface street projects is still under development.

# Slide 19: Potential Transit Service Restructuring Strategies

Potential strategies for restructuring transit include transferring bus passengers to light rail at transit hubs. The transit hubs include Montlake/Husky Stadium, Westlake, and the International District. By delivering transit riders to light rail or other bus routes, the number of bus trips going through the downtown core can be reduced.

Key Takeaways:

* Optimizes use of transit hubs and light rail capacity
* Adds a transfer for riders on affected routes
* Improves reliability for some regional trips
* Improves or maintains travel time compared to the No Action scenario for most riders
* Reduces bus volumes on downtown streets
* Requires improvements at some of the transfer locations
* The use of Orca will become increasingly important so that people can take advantage of their free transfer

King County and Sound Transit will conduct additional analysis and outreach on all potential service changes.

# Slide 20: Potential Pedestrian Public Realm Strategies

Potential strategies include:

* Improving pedestrian connections at transit hubs and major bus zones
* Activating the public realm
* Decluttering unnecessary street furniture, bus stop facilities, and signage

The International District/Chinatown Station and the University of Washington Station are two areas areas where we would expect to make improvements to facilitate more transfers – accommodate more passengers and buses, improve connections between bus and light-rail or other modes.

More work on other pedestrian improvements will happen depending on the surface street option. A deeper dive into pedestrian and public realm improvements will be done through the One Center City planning process this year, and through design of a selected surface street option.

Slide 21: Programs and Management Strategies

Potential strategies include:

* Parking management
* Wayfinding
* Real-time information
* Transportation demand management
* Curb management
* Shared mobility

# Slide 22: Near-term Strategies: Please let us know…

* How could these changes affect how you move to and through Center City?
* What questions or concerns come to mind?
* What would you need to make these changes work for you?
* Who else should we be talking to and how?

# Slide 23: Near-Term Strategies Decision Roadmap

In January and February we have been working on Potential Near-Term Strategies. This includes discussion with the Advisory Group, and soliciting input from the public through in-person meetings and an online open house. In March we will have potential Draft Recommended Strategies for further outreach and analysis. Through early 2018 we will do outreach and analysis on specific strategies prior to recommendation and action by a responsible legislative body.

What happens after draft recommendations?

King County Metro, Sound Transit, and Community Transit have well-established public processes which the recommendations will go through.

Following pubic process, agency staff will bring recommendations to County Council, ST Board for a final Decision.

Capital projects outreach will happen through preliminary design and design. Then the City Council will approve through the budget process.

# Slide 24: Near-Term Strategies: Online Open House

Please go to <https://onecentercity.participate.online/> to take part in the online open house, give us your comments, and find out more about One Center City.

# Slide 25: QUESTIONS?

[www.onecentercity.org](http://www.onecentercity.org)

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